

vehicle pivots with respect to the towed vehicle, the fifth wheel head 336 may pivot, which may pivot the pivot shaft 340 and the first arm 387. As the first arm 387 pivots, this may cause the first arm 387 and second arm to pivot at pivot point 393. The pivoting of the linkage 385, or more specifically, the first arm 387 relative to the second arm 391, may cause the trolley 332 to be displaced rearward toward the rear of the towing vehicle, i.e., the momentum causes the rearward movement of the trolley 332. Further, the second arm 391 may pivot with respect to the plate member 381 at pivot 397. This motion of the trolley 332 may move the attachment point of the towed vehicle with the towing vehicle rearward. This may create a greater clearance between the towed vehicle and towing vehicle. Specifically, it may create more space between the cab of the towing vehicle and the towed vehicle.

[0068] Once the towing and towed vehicles have completed the turn and begin to straighten, the momentum of such may force the trolley 332 forward. This may cause the linkage 385 to straighten, i.e., the first arm 387 and second arm pivot 391 until they are generally aligned. This may move the towed vehicle in closer proximity to the towing vehicle's cab returning the automatic rolling fifth wheel hitch 300 to its normal operating position.

[0069] It should be appreciated that the various cam paths shown and described are exemplary cam paths and that variations can be made. By way of non-limiting example, the cam paths can take other shapes and configurations and may include or exclude the detent.

[0070] Although the embodiments of the present invention have been illustrated in the accompanying drawings and described in the foregoing detailed description, it is to be understood that the present invention is not to be limited to just the embodiments disclosed, but that the invention described herein is capable of numerous rearrangements, modifications and substitutions without departing from the scope of the claims hereafter. The claims as follows are intended to include all modifications and alterations insofar as they come within the scope of the claims or the equivalent thereof.

1. A fifth wheel hitch comprising:
 - a base frame;
 - a cam member attached with the base frame, the cam member having a cam path positioned entirely between the base frame;
 - a cam follower positionable along the cam path;
 - a trolley coupled with the cam follower; and
 - a fifth wheel head attached to the trolley, wherein pivoting of the fifth wheel head displaces the trolley rearward toward a rear of a towing vehicle.
2. The fifth wheel hitch of claim 1, wherein the cam path comprises a detent.
3. The fifth wheel hitch of claim 1, wherein the cam path is non-linear, whereby the cam follower operatively engages the non-linear cam path during displacement of the trolley.
4. The fifth wheel hitch of claim 1, wherein the cam path includes a first portion causing the trolley to be displaced at a first rate as the fifth wheel head pivots.
5. The fifth wheel hitch of claim 4, wherein the cam path includes a second portion causing the trolley to be displaced

at a second rate as the fifth wheel head pivots wherein the second rate is different from the first rate.

6. The fifth wheel hitch of claim 5, wherein the second portion is at a different pivot angle relative to a centerline of the cam member than the first portion.

7. The fifth wheel hitch of claim 5, wherein the second rate is less than the first rate.

8. A fifth wheel hitch comprising:

- a trolley moveable between first and second positions;
- a cam path comprising a first portion; and
- a cam follower coupled with the trolley, the cam follower engaging the first portion of the cam path, wherein pivoting of the cam follower releases the cam follower from the first portion permitting movement of the trolley fore and aft between the first and second positions, wherein the first portion is an arcuate detent section in the cam path and wherein the cam follower moving from the detent moves the trolley forward to the first position.

9. The fifth wheel hitch of claim 8 further comprising a cam plate, wherein the cam path is formed in the cam plate.

10. The fifth wheel hitch of claim 8, further comprising a fifth wheel head pivotally engaged with the trolley, wherein pivoting of the fifth wheel head moves the cam follower out of the first portion of the cam path permitting the trolley to move to the second position.

11. A fifth wheel hitch comprising:

- fore and aft extending rails;
- a cam member attached with the fore and aft extending rails, the cam member having a cam path positioned entirely between the fore and aft extending rails;
- a cam follower operatively engaged with the cam path; and
- a trolley coupled with the cam follower; and
- a fifth wheel head pivotally coupled with the trolley, wherein pivoting of the fifth wheel head positions the trolley between first and second positions.

12. The fifth wheel hitch of claim 11, wherein the cam path includes a detent and wherein the cam follower engages the detent when the trolley is in the first position and wherein pivoting of the fifth wheel head moves the cam follower from the detent and permits the trolley to move to the second position.

13. The fifth wheel hitch of claim 12, wherein the cam path is non-linear.

14. The fifth wheel hitch of claim 13, wherein the cam follower operatively engages the non-linear cam path during movement of the trolley

15. The fifth wheel hitch of claim 12, wherein the cam path includes a first portion causing the trolley to move between the first and second positions at a first rate as the fifth wheel head pivots.

16. The fifth wheel hitch of claim 15, wherein the cam path includes a second portion causing the trolley to move between the first and second positions at a second rate as the fifth wheel head pivots.

17. The fifth wheel hitch of claim 16, wherein the second rate is different from the first rate.

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